

Report of the Head of Planning, Transportation and Regeneration

Address 287 WEST END ROAD RUISLIP

Development: Two storey building with habitable roofspace, parking and amenity space to form 3 x 1-bed and 2 x 2-bed self contained flats involving demolition of existing dwelling.

LBH Ref Nos: 1084/APP/2018/291

Drawing Nos: 516/P/01
516/P/02
Noise Impact Report
Design and Access Statement
West End Road No Lift Justification
516/P/03 Rev.B
516/P/04 Rev.D
516/P/05 Rev.C
516/P/06 Rev.B

Date Plans Received:	23/01/2018	Date(s) of Amendment(s):	01/06/2018
Date Application Valid:	08/03/2018		06/02/2018 23/01/2018

1. SUMMARY

The application seeks permission for the demolition of the existing bungalow and to replace it with a two storey brick building with habitable roofspace, parking and amenity space to form 3 x 1-bed and 2 x 2-bed self contained flats. A crossover is also proposed on West End Road.

There are currently no new flats/apartments in this part of West End Road, therefore the construction of flats is acceptable in principle.

Given that there is no particular pattern or character of development along West End Road, it is considered that on balance the two storey block of flats, with a pitched hipped roof and two small rear dormers is in keeping with the overall character of the area and of the street scene and the area in general.

It is considered that the proposal would not result in an un-neighbourly form of development and complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

The proposal would provide an acceptable standard of living internally and externally for future occupiers and that all the proposed habitable rooms would maintain an adequate outlook and source of natural light, therefore complying with Policy 5.3 of the London Plan (2016).

There are no objections to parking provision or parking layout. The application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development

Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

The scheme is therefore acceptable in principle, and complies with planning policies, as set out below.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

516/P/06 Rev.B
516/P/03 Rev.B
516/P/04 Rev.D
516/P/05 Rev.C

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance

with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 HO10 Front Garden Landscaping

Notwithstanding the details hereby approved a minimum of 25% of the front garden area shall be soft landscaped (eg.grass or planted beds) for so long as the development remains in existence.

REASON

To ensure the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 of the London Plan (2016).

6 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in

the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

9 RES13 Obscure Glazing

All proposed side windows at ground and first floor level facing no. 283 West End Road shall be glazed with permanently obscured glass to at least level 4 on the Pilkington Scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

11 RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4 m x 2.4 m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6 m and 2.0 m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Non Standard Condition

All residential units within the development hereby approved shall be built in accordance with Part M4(2) of the Building regulation standards as set out in the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.1, 3.8 and 7.2.

13 NONSC Non Standard Condition

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

14 NONSC Non Standard Condition

Prior to their first use as such, the noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration.

15 NONSC Non Standard Condition

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise

INFORMATIVES

1 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 152 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 7.14	(2016) Improving air quality
LPP 7.4	(2016) Local character

4 147 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

6 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

7 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

9

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the proposal would trigger a CIL liability which is estimated to be £26,723.86 and MCIL of £10,463.74 from Section 8 of Spreadsheet which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

10

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

11 I23 **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

12 I70 **LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

13 I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction

works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillington.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the corner of West End Road and Edwards Avenue. It is currently occupied by a brick built bungalow that is utilised as a single family dwelling. The existing property is positioned significantly forward of the house immediately next to it at 285 West End Road. The site benefits from an existing vehicular access off Edward's Avenue.

3.2 Proposed Scheme

The proposal is to demolish the existing bungalow and replace it with a two storey brick building with habitable roofspace, parking and amenity space to form 3 x 1-bed and 2 x 2-bed self contained flats. A crossover is also proposed on West End Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history.

4. Planning Policies and Standards

The proposed development is assessed against the Development Plan Policies contained within Hillington Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2016, the NPPF and supplementary planning guidance prepared by both LB Hillington and the GLA.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 7.14	(2016) Improving air quality
LPP 7.4	(2016) Local character

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

18 neighbouring properties and the South Ruislip Residents Association were notified of the

proposed development on 12th March 2018 and a site notice was erected adjacent to the site on 18th March 2018.

Neighbours were reconsulted on the revised plans and 3 additional objections were received.

By the close of the consultation period 7 neighbouring residents had objected to the proposed development and a petition with 28 signatures was received which objects to the proposal and asks for it to be refused.

The objections can be summarised as the following:

- i) Increase in traffic;
- ii) Overlooking;
- iii) Out of character in terms of local context and street pattern;
- iv) Loss of light;
- v) Loss of the bungalow;
- vi) Loss of privacy;
- vii) Set a precedent for further similar developments;
- viii) Pressure on local services;
- ix) Traffic from construction vehicles;
- X) Highway and pedestrian safety;
- Xi) Increase risk of flooding.

Case Officer Comments: These above concerns will be considered in the main body of the report.

Internal Consultees

HIGHWAYS

The application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress to any measurable degree*, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

*subject to appropriate planning condition

TREES & LANDSCAPE

Conditions should be added to ensure that the landscape details satisfy saved policies BE23 and BE38. No objection subject to conditions RES8, RES9 (Parts 1, 2, 4 and 5) and RES10.

ACCESS OFFICER

Having reviewed this application, it is clear that step free access to the proposed dwellings above ground floor would not be possible for wheelchair users and other persons unable to use a staircase. Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular implications for developments of four storeys or less where historically the London Plan may not have not required a lift. Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Research indicates that the provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges. However, in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents. Unless the developer/applicant submits a clear, well evidenced and compelling case to the LPA as to why lift access cannot be provided, the application should not be supported on the grounds of non-compliance with London Plan policy 3.8(c). To accord with London Plan Policy 3.8(c), the internal

layout of the proposed flats is required to be compliant with the prescribed standards set out in M4(2) of Approved Document M to the Building Regulations (2015 Edition). Plans should be amended and annotated as appropriate. Conclusion: revised plans should be requested.

Officer Note: The applicant has provided a brief explanation of the lack of a lift in the building. Economic/viability reasons together with the fact that future service charges to maintain the lift would render the development entirely unviable. These have been assessed by the Access Officer who has accepted the applicants explanation as to why a lift cannot be provided. It should also be noted that a lift in a scheme of this size, whilst desirable, is not a requirement of the relevant accessibility legislation. A condition is proposed required that all units meet the standards set out in M4(2) of Approved Document M to the Building Regulations (2015 Edition).

EPU

The submitted information in which an acoustic assessment in support of the application has been submitted. The report suggest reasonable mitigation against environmental noise and facade protection. The report has not addressed the transference of internal noise between individual residential units in which could give rise to complaints about noise. These can be dealt with by way of conditions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site is located within the developed area as identified in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012). The site is not located in a conservation area and the building is not listed. There are no policies which prevent the demolition of the existing building, in principle.

The Supplementary Planning Document (SPD) HDAS: Residential Layouts, at paragraph 3.3 states that in relation to the redevelopment of large plots and infill sites currently used for individual dwellings into flats, the redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing.

The above document underpins and supports Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), which seek to protect the impacts of flatted development on the character and amenity of established residential areas. There are currently no new flats/apartments in this part of West End Road, therefore the construction of flats is acceptable in principle.

7.02 Density of the proposed development

Paragraph 4.1 of HDAS Residential Layouts specifies that in new developments numerical densities are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units, such as this proposal. The key consideration is therefore whether the development sits comfortably within its environment rather than a consideration of the density of the proposal.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site is not within or adjacent a special character area.

7.04 Airport safeguarding

No safeguarding issues arise from the proposal.

7.05 Impact on the green belt

The site is not within or adjacent to Green Belt land.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The surrounding area is largely characterised by a mix of semi-detached and detached two-storey and bungalow properties. The proposed building would comprise of 5 flats, one of which would be provided within the roof space of the building. The proposed building is 2 storeys in height with a pitched hipped roof.

The West End Road street scene is characterised by a variety of 2 storey dwellings and single storey bungalows. The property immediately adjacent to the site, no. 283 West End Road, is the end property in a 2 storey terrace of 3 dwellings. The properties opposite are two stories also.

Given that there is no particular pattern or character of development along West End Road, it is considered that on balance the two storey block of flats, with a pitched hipped roof and two small rear dormers is in keeping with the overall character of the area and of the streetscene and the area in general.

As such, the proposal is in compliance with Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in three principal ways. The effect of the siting, bulk and proximity of a new building on the general outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Paragraph 4.9 of the Hillingdon Design & Accessibility Statement: Residential Layouts (July 2006) further advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. It goes on to advise that 'where a two storey building abuts a property or its garden, adequate distance should be maintained to overcome possible domination'. Generally, 15 m will be the minimum acceptable back to back distance between buildings whilst a minimum of 21 m overlooking distance should be maintained.

Local Plan Policy BE21 of the adopted Hillingdon Unitary Development Plan states that planning permission will not be granted for new development which by reason of its siting, bulk and proximity, would result in a significant loss in residential amenity. Likewise UDP Policies BE20 and BE24 resist any development which would have an adverse impact upon the amenity of nearby residents and occupants through loss of daylight and privacy.

The application is a corner property and as such the only property that could be potentially be impacted is no. 283 West End Road. The only windows in the side elevation of this house appear to be non habitable landing and bathroom windows which are already obscure glazed. No detrimental overlooking or loss of light to habitable rooms will therefore occur.

Furthermore, whilst the proposed building is closer to no. 283 and forward of its building

line (although it is set further back from the existing bungalow at 287) the 45 degree line at ground and first floor levels is not breached. As such it is considered that the proposed building would not have a detrimental impact on the amenities of the adjoining occupiers.

As such it is considered that the proposal would not result in an un-neighbourly form of development and complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

7.09 Living conditions for future occupiers

London Plan Policy 3.5 seeks to ensure that all new housing development is of the highest quality, both internally and externally and in relation to their context.

The London Plan sets out the minimum internal floor space required for new housing development in order to ensure that there is an adequate level of amenity for existing and future occupants. The London Plan recommends that for a 1 bed, 2 person flat a minimum of 50 sq.m should be provided and for a 2 bed 3 person flat a minimum of 61 sq.m. The total internal floor area for each of the proposed flats would be well in excess of these standards and therefore they are in accordance with the London Plan.

Section four of the Council's HDAS: Residential Layouts states that developments should incorporate usable attractively laid out and conveniently located garden space in relation to the dwellings they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area.

The minimum level of amenity space required for a 1 bed flat is 20sq.m and 2 bed flat is 25sq.m. The proposal is for 3 x 1 bed and 2 x 2 bed flats resulting an amenity requirement of 110sqm. A total of 146sqm of shared amenity space is proposed. The amenity space proposed for the flats would far exceed these standards and would be in accordance with the HDAS.

The proposed bedrooms would have windows that face the front and rear of the property and would therefore not be overlooked by adjoining properties.

The ground floor windows of the proposed ground floor flats will require defensible space at 0.5 m deep to protect the privacy of future occupiers. this will be secured through a landscaping condition.

It is also considered, that all the proposed habitable rooms would maintain an adequate outlook and source of natural light, therefore complying with Policy 5.3 of the London Plan (2016).

7.10 Traffic impact, car/cycle parking, pedestrian safety

The site is located in South Ruislip and fronts onto West End Road which is designated as classified in the borough's road hierarchy. It is located just North of the Polish war memorial (A40) and lies due East of RAF Northolt.

An existing vehicular access off Edward's Avenue is to remain with a new carriageway crossing proposed onto West End Road to serve the new build.

The surrounding road network extensively covered by parking controls in the form of an all day Controlled Parking Zone (CPZ) in Edward's Avenue and surrounding roads with the exception of West End Road which only exhibits localised double yellow lines at certain road junctions. The address exhibits a PTAL of 2 which is considered below average.

Policy AM14 of the Hillingdon Local Plan: Part Two - saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards. It is proposed to provide 3 x 1 and 2 x 2 bedroom residential units. The Council's maximum standard requires up to 1.5 spaces per unit hence a total quantum of up to 8 spaces should be provided on-site to comply with the adopted parking standard. The suggested provision falls below this quantum with 5 spaces proposed on-site. It is noted that the surrounding residential catchment and road network exhibits certain characteristics which support a lower quantum of on-site parking provision. To expand the local area is covered by extensive daytime CPZ controls operating for the working week with additional double yellow line waiting restrictions in the vicinity of the address. Also there are relatively generous off-street parking facilities for most of the surrounding residential properties in the area.

It is also noted that the heavily trafficked nature of West End Road inherently dissuades parking even on the unrestricted section of the road due to the perception of 'potential exposure to vehicle damage' and therefore becomes 'self-regulating' by acting as a natural deterrent to on-street parking. These factors combined inherently reduce general on-street parking demand and therefore subsequent parking pressures on the highway.

To further assist in this aim it is also recommended that the site address be made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area which exhibits a Controlled Parking Zone. When contextualising the above factors and facets of the surrounding local area, it is considered that the quantum of parking proposed is to an acceptable level.

In terms of cycle parking there should be a provision of at least 1 secure and accessible spaces for each of the flatted units (totalling 5 spaces) to conform to the adopted minimum borough cycle parking standard. 5 spaces are proposed with an acceptable positioning of a secure and accessible compound thereby conforming to the standard.

In accordance with the Housing Design Guide 2010 - 10% of parking spaces should be disabled compliant equating to a minimum of 1 space. This has been indicated within the submission to the required standard and hence is acceptable.

The only existing access into the site from Edward's Avenue is to remain unaltered and will serve as an access to 2 parking spaces. A new access directly from West End Road is proposed to serve a further 3 spaces including 1 disabled compliant. The formation of a new access conforms to the Council's dimension and safety standards and is therefore considered acceptable. The new access will need to be undertaken to an appropriate Council standard under a S278 (Highways Act 1980) agreement (or suitable alternative arrangement) at the applicant's expense.

The proposed on-site parking arrangement conforms to DfT (Manual for Streets circa 2007) best practice for road and parking layouts. On the West End Road frontage, there is adequate turning space within the site envelope to allow for vehicles using the site to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds. On this premise the arrangement of parking provision and internal layout are considered acceptable within the design context.

The proposal would marginally increase traffic generation from the site as compared to the single bungalow unit. However peak period traffic movement into and out of the site is expected to rise by up to 2-3 additional vehicle movements during the peak morning and

evening hours. Hence this uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local residential and classified road network in order to minimize/avoid potential detriment to the public realm. It will need to be secured under a suitable planning condition.

The application has been reviewed by the Highway Engineer who is satisfied that the proposal would not exacerbate congestion or parking stress to any measurable degree, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3,6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

Secured by Design is now covered by Part Q of the Building Regulations which the development will be required to accord with.

7.12 Disabled access

If the scheme had been found acceptable a condition would have been recommended to ensure the development would meet building regulation M4 (2) 'accessible and adaptable dwellings' in accordance with Policy 3.8 c of the London Plan (March 2015) and the Mayor's Housing Standards: Transition Policy Statement.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

There are no notable trees on site and no Tree Preservation Orders or Conservation Area designations affecting the site. However, there is a mature street tree, a purple leafed maple (*Acer Platanoides* Crimson King), ref. 01287, within the West End Road verge.

A proposed dropped kerb and access to a new car park will be a few metres (approximately 3 metres) from the street tree. Although not ideal, on balance it is considered that the tree should not be adversely affected by the construction of the dropped kerb and car park beyond. Elsewhere, within the site there is space for soft landscaping within the front side and rear gardens - particularly along the boundaries - with amenity space to the rear. Conditions should be added to ensure that the landscape details are satisfied.

7.15 Sustainable waste management

Refuse collection will continue from Edward's Avenue. A specific bin store location is depicted on plan and its positioning is considered acceptable.

7.16 Renewable energy / Sustainability

The proposal would be required to achieve appropriate standards of sustainable design and reduce water consumption in accordance with policies contained within section 5 of the London Plan. This matter could be dealt with by way of appropriate conditions.

7.17 Flooding or Drainage Issues

The site is not within a flood zone. However a sustainable water management condition is recommended.

7.18 Noise or Air Quality Issues

It is considered that the proposal would not give rise to any additional noise or air quality issues of concern.

7.19 Comments on Public Consultations

No further comments with regards to public consultation.

7.20 Planning Obligations

A section 106 is required to meet the Highway requirements for restrictions on the ability to obtain residents parking permits.

7.21 Expediency of enforcement action

There are no enforcement issues on this site.

7.22 Other Issues

CIL.

The scheme would be CIL liable.

Presently calculated the amounts would be as follows;

LBH CIL £26,723.86

London Mayoral CIL £10,463.74

Total CIL £37,187.60

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

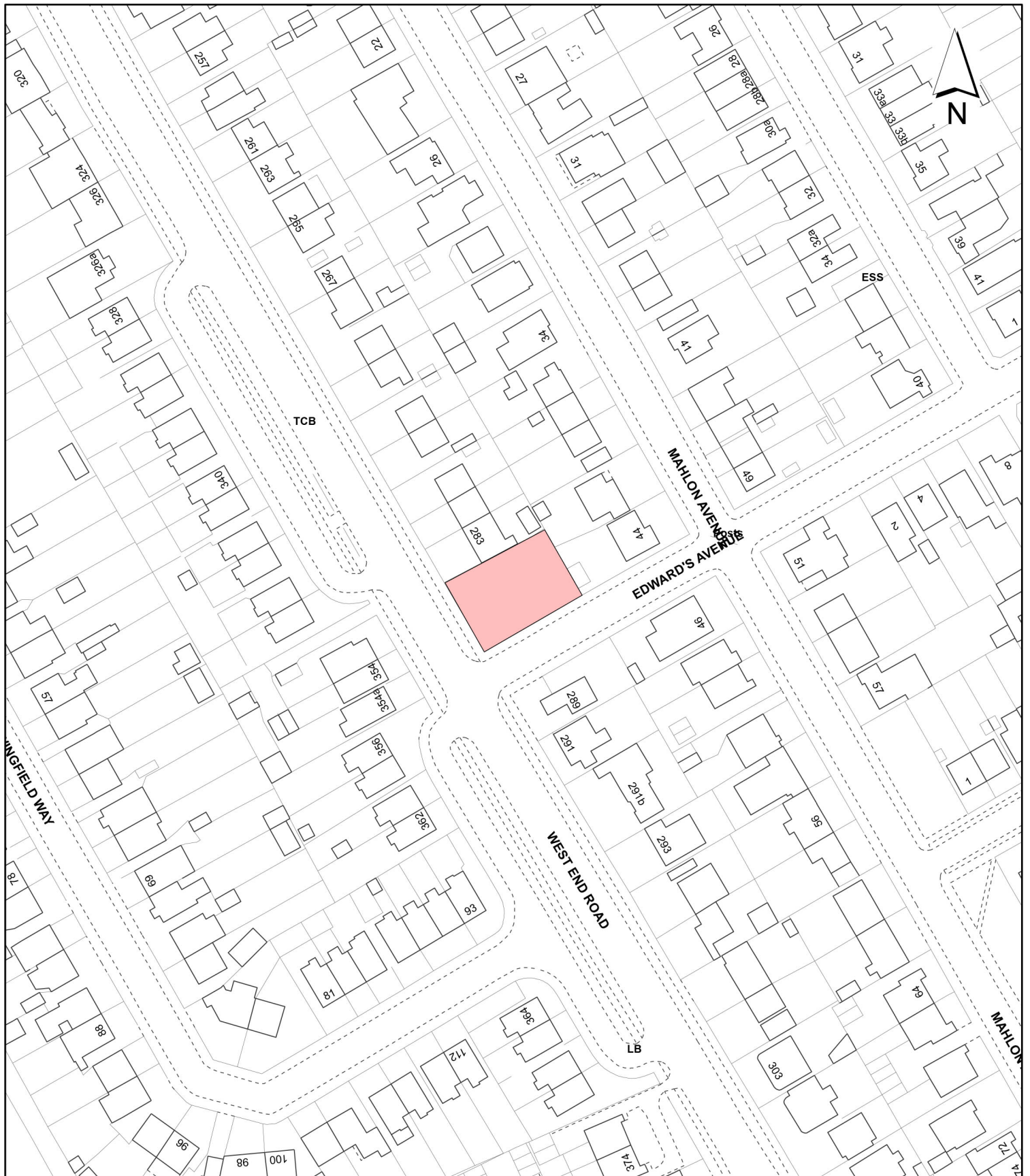
The development is considered to comply with national, regional and local policies and is recommended for approval.

11. Reference Documents

Hillingdon Local Plan (November 2012)
London Plan (2016)
National Planning Policy Framework
HDAS: Residential Layouts
Supplementary Planning Guidance - Community Safety by Design
Supplementary Planning Guidance - Noise
Supplementary Planning Guidance - Air Quality
HDAS: Accessible Hillingdon

Contact Officer: Mandeep Chaggar

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Notes:

 Site boundary

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Site Address:

**287 West End Road
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
1084/APP/2018/291

Scale:
1:1,250

Planning Committee:
North

Date:
August 2018

